

## Message Text

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ACTION EUR-12

INFO OCT-01 ISO-00 ACDA-12 EB-08 OMB-01 COME-00 TRSE-00  
DOTE-00 CIAE-00 DODE-00 PM-05 H-01 INR-10 L-03  
NSAE-00 NSC-05 PA-01 SP-02 SS-15 ICA-11 OES-07  
SOE-02 DOE-15 INT-05 FRB-03 STR-07 IO-13 /139 W  
-----052362 021458Z /42

R 302129Z MAR 78  
FM AMEMBASSY MOSCOW  
TO SECSTATE WASHDC 9799

LIMITED OFFICIAL USE SECTION 01 OF 02 MOSCOW 06240

E.O.11652:N/A  
TAGS: UR, ELTN  
SUBJECT: THE BLAME IS DISTRIBUTED FOR RAIL TRANSPORT  
DIFFICULTIES

REF: 77 MOSCOW 8957

SUMMARY: IN A PRAVDA ARTICLE MARCH 29, MINISTER OF  
RAILROADS PAVLOVSKIY, ADMITTING THAT THE CAPACITY OF SOVIET  
RAILROADS HAS NOT KEPT PACE WITH THE GROWTH OF THE ECON-  
OMY, CALLED FOR VARIOUS INSTITUTIONS AND MINISTRIES TO  
INCREASE THE EFFICIENCY WITH WHICH THEY USE THE RAILROAD,  
SINCE INCREASED CAPITAL EXPENDITURES WILL ONLY INCREASE  
THE CAPACITY OF THE RAILROADS IN THE LONG RUN. END  
SUMMARY.

1. IN A PRAVDA ARTICLE MARCH 29, MINISTER OF RAILROADS  
(MINRAIL) PAVLOVSKIY, REFERRING TO A CENTRAL COMMITTEE -  
COUNCIL OF MINSTERS LETTER, LAYS MUCH OF THE BLAME FOR  
THE RAILROAD INDUSTRY'S DIFFICULTIES IN MEETING TRANSPORT-  
ATION TARGETS ON OTHER MINISTRIES AND CALLS FOR THE  
OTHER MINISTRIES TO IMPROVE THE EFFICIENCY WITH WHICH THEY  
USE THE RAILROADS, SINCE PLANS FOR THE RECONSTRUCTION OF  
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THE RAILROADS, APPROVED BY THE PARTY AND THE GOVERNMENT,  
WILL IMPROVE TRANSPORTATION ONLY IN THE LONG RUN, AND IM-  
PROVED EFFICIENCY WILL "WITHOUT SPECIAL CAPITAL EXPENDI-  
TURES SIGNIFICANTLY BETTER SATISFY THE NEEDS OF THE  
ECONOMY." AMONG OTHER RECOMMENDATIONS, HE CALLS FOR  
VARIOUS MINISTRIES TO:  
(1) INCREASE THE MUTUAL ACCOUNTABILITY OF RAILROADS AND

FREIGHT FORWARDERS (OTPRAVITELI) FOR THE  
PRACTICALITY AND IMPLEMENTATION OF PLANS;

(2) IMPROVE THE STATISTICS PROVIDED BY FREIGHT FORWARDERS,  
TO ENABLE THE PLANNING OF VOLUME AND TRANSFER OF FREIGHT  
TURNOVER ON VARIOUS LINES AND TO BE ABLE TO BALANCE BETTER  
VOLUME OF TRANSPORT AND THE CAPABILITY OF RAILROAD LINES;  
(3) RATIONALIZE THE PRODUCTION OF CONSTRUCTION MATERIALS,  
SINCE CURRENTLY CONSTRUCTION MATERIALS ARE PRODUCED BY  
70 DIFFERENT MINISTRIES AND DEPARTMENTS;

(4) BUILD MORE PIPE LINES, AT LEAST FOR SHORT TRANSPORT  
(LESS THAN 200 KILOMETERS) OF PETROLEUM;

(5) DECREASE IDLE TIME OF WAGONS, SINCE THE IDLE TIME  
NOW EXCEEDS PLAN 1.6 TIMES;

(6) DECREASE DAMAGE TO WAGONS ON PLANT SPURS, SINCE LAST  
YEAR OVER 70,000 WERE DAMAGED AND HAD TO BE TAKEN FROM  
SERVICE;

(7) THAT THE VARIOUS MINISTRIES SUPPLYING THE RAILROADS  
AND ENGAGED IN CONSTRUCTION IMPROVE PRODUCTION AND DELI-  
VERY, SINCE, LAST YEAR FOR EXAMPLE, THE NUMBER OF STEAM  
AND ELECTRIC ENGINES "RECLAIMED" (REKLAMATSIYA) DUE TO  
UNRELIABILITY INCREASED 1.5 AND 2 TIMES RESPECTIVELY, THE  
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MINRAIL RECEIVED ONLY 60 TO 65 PERCENT OF NEW RAILS, AND  
SINCE LESS THAN NEEDED (PLANNED) 4 AND 8 AXLE WAGONS ARE  
PRODUCED.

2. COMMENT: THE PUBLICATION OF THIS ARTICLE PROBABLY  
INDICATES THAT THE MINRAIL WILL BE UNABLE TO ACHIEVE ITS  
PLAN TARGETS FOR 1980. PAVLOVSKIY, WHEN HE BECAME  
MINISTER OF MINRAIL IN 1977, ORDAINED THE INCREASE IN THE  
VOLUME OF TRANSPORT OF FREIGHT BY RAILROAD THROUGH  
IMPROVED ORGANIZATION AND INTRODUCTION OF NEW EQUIPMENT,  
IN ORDER TO OVERCOME CENTRAL COMMITTEE - COUNCIL OF  
MINISTERS CRITICISM. AMONG HIS PROPOSALS WERE:

(1) INCREASING THE CAPACITY OF EXISTING LINES BY  
INCREASING THE SPEED AND WEIGHT OF TRAINS;

(2) INTRODUCTION OF MORE POWERFUL ELECTRIC AND DIESEL  
LOCOMOTIVES;

(3) INTRODUCTION OF HEAVIER RAILS; AND

(4) BROAD-SCALE INTRODUCTION OF AUTOMATED CONTROL SYSTEMS.

(REFTEL).

APPARENTLY THE MINRAIL HAS NOT BEEN SUCCESSFUL IN ITS ATTEMPT TO RECTIFY THE PROBLEMS. AS STATED IN THE ARTICLE, EQUIPMENT DELIVERIES ARE LAGGING, INCLUDING NEW RAILS, NEW WAGONS, AND SUFFICIENTLY POWERFUL AND RELIABLE LOCOMOTIVES. CONSTRUCTION IS APPARENTLY LAGGING, AND ORGANIZATIONAL CHANGES, FOR EXAMPLE INCREASINGLY PRECISE BALANCING OF FREIGHT AND FREIGHT CARRYING CAPACITY, HAVE EITHER NOT BEEN UNDERTAKEN OR HAVE NOT BEEN SUCCESSFUL.

NOTE BY OC/T: SECTION 1 OF 2 MOSCOW 6240 DELAYED IN TRANSMISSION.

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3. THE PUBLICATION OF THE ARTICLE SIGNALS A SHIFT IN CRITICISM FROM THE MINRAIL ITSELF TO OTHER MINISTRIES AND ORGANIZATIONS. PREVIOUS CRITIQUES, FOR EXAMPLE THE COUNCIL OF MINISTERS - CENTRAL COMMITTEE CRITIQUE OF FEBRUARY 1977 CONCENTRATED THEIR FIRE ALMOST EXCLUSIVELY ON THE MINRAIL. NOW, HOWEVER, WITH THE SUPPORT OF THE CENTRAL COMMITTEE AND COUNCIL OF MINISTERS, WHICH IN A LETTER STATED THAT THE DIFFICULTIES WITH TRANSPORT DO NOT ALWAYS RESULT FROM A SHORTAGE OF TRANSPORTATION EQUIPMENT, THE MINRAIL HAS BEEN ABLE TO DISTRIBUTE SOME OF THE BLAME TO OTHER MINISTRIES. TOON

NOTE BY OC/T: SECTION 2 OF 2 MOSCOW 6240 DELAYED IN TRANSMISSION.

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## Message Attributes

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**Current Classification:** UNCLASSIFIED  
**Concepts:** ECONOMIC DEVELOPMENT, PRESS COMMENTS, RAILROADS, PROGRESS REPORTS  
**Control Number:** n/a  
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**Draft Date:** 30 mar 1978  
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**Disposition Action:** RELEASED  
**Disposition Approved on Date:**  
**Disposition Case Number:** n/a  
**Disposition Comment:** 25 YEAR REVIEW  
**Disposition Date:** 20 Mar 2014  
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**Subject:** THE BLAME IS DISTRIBUTED FOR RAIL TRANSPORT DIFFICULTIES  
**TAGS:** ELTN, UR  
**To:** STATE  
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